



# Hangar Soaring

November 2022

THE OFFICIAL PUBLICATION OF THE WOMEN SOARING PILOTS ASSOCIATION.

<https://womensoaring.org/>

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## 2022 Women's World Championships at Husbands Bosworth, GB

**Winning the Ultimate Trophy: Petra Piskata, Czech Republic, Club Class**

### The new World Champions

#### Club Class

Petra Piscata,  
Czech Rep.

Claudia Hill, Germany

Ines Engelhard,  
Germany

#### Standard Class

Cornelia Schaich,  
Germany (after 19 years again)

Sabrina Vogt, Germany

Jana Vebrekova,  
Czech Rep.

#### 18 m Class

Anne Ducarouge,  
France (3rd time)

Melanie Gadolet, France

Alena Netusilova,  
Czech Rep.

#### Team Trophy winners

Germany  
France  
Czech Republic

THE WOMEN SOARING PILOTS ASSOCIATION (WSPA) WAS FOUNDED IN 1986 AND IS AFFILIATED WITH THE SOARING SOCIETY OF AMERICA

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## Badges

Recorded through October 2022

**C Badge**  
Callie K. Edsall, OK

**B Badge**  
Lydia Olsen, VA

**A Badge**  
Katalin Watkins, FL  
Lydia Olsen, VA  
Mia Gonzalez, TX  
Maryann S. Yoakum, TX  
Emma T. Tetley, VA

## OLC 2022

The top women for the 2022 OLC season were:

**CarolAnn Garret** 7360 points, 6844 km  
**Kathy Fosha** 4064 points, 3770.30 km  
**Rita Edriss** 2943.44 points, 2491.14 km  
**Colleen Koenig** 1653.67 points 1491.52 km  
And flying as co-pilot with husband Al  
**Susan Simmons** 7490 points, 7166.07 km



## From the Editor

The latest Women's World Gliding Championship (WWGC) is in the history books. It was held, after a year's delay, at Husbands Bosworth, GB. 43 pilots from 12 countries (no US entry) participated. 18 pilots flew in the Club Class, 13 in the Standard Class and 12 in the 18m Class. Out of a total of 13 contest days six valid days were flown in the Club Class, eight in the Standard and 18m Class. The weather was a mixed bag, with the first day being the best, and covered a wide spectrum of conditions from summerly to almost wintery temperatures, plenty of sunshine and rainy days, which kept the Club Class (lower performance than the other classes) two extra days on the ground. The contest almost was a European contest. A sole pilot from Argentina promoted it to a World Championship.

Only five pilots who had flown in the 2005 World Championships, in which I was the official interpreter, were still on the roster: Jana Veprekova, CZ; Cornelia Schaich and Christina Grothe, D; Edita Skalkiene, LIT; and Valentyna Toporova from Ukraine. I was particularly happy to see Valentina on the list, not knowing what her fate was after the Russian invasion of her home country. I was especially happy to see Valentina winning one day. Sadly, pilots from Belarus and Russia were banned by the FAI from participating. Can we ever keep politics out of sport events?



Valentyna winning the last day of the WWGC

## President's notes



Greeting to all WSPA members and friends. I woke today to a clear blue Pennsylvania sky and shimmering orange, red and yellow trees. What a idyllic background for those final 2022 flights! Winter and 2023 are fast approaching. Whether that will end your flying for the season or not, the fun and work of soaring continue. Start planning now to apply for a scholarship, attend the seminar in Germany or prepare for your 2023 flights. Perhaps you have a maintenance project or FAA knowledge test that requires attention.

Please contact any board member and volunteer to help with one of our committees. We especially need members to help with membership, finance, and the web site! Consider growing your knowledge base by attending a FIRC or some FAA wings sessions. Network with other WSPA members at the February SSA Convention in Reno. We will have a booth, hostess a breakfast and offer a presentation about how our great organization is supporting women soaring pilots and the soaring community.

I am thrilled to report the phenomenal support we have received this year! First, our Lifetime Associate member and generous longtime supporter, Karl Striedieck, sent a \$10,000 donation in support of our scholarships. Then Karl, John Good and Ed Pickens arrived at the seminar with their 2 place ships. They presented educational talks and flew all week instructing WSPA members. When the seminar concluded they donated their \$1,934 earnings (from participant instructor fees) back to WSPA in support of our scholarships. Finally, the SSA has awarded us a \$25,000 grant to grow soaring by supporting our scholarship program! The board will use all these funds to begin a scholarship endowment. Our goal is to ensure the financial future of, what I consider to be, our most visible and important contribution to soaring. So many members and associate members continue to give of their time and money to support women soaring pilots! Be sure to thank all our generous supporters when you see them!

December brings our Board of Directors election. This edition of *Hangar Soaring* includes the bios and pictures of the four current board members who have generously agreed to support our organization by serving another two year term on the board. No other nominations were

(Continued on page 3)

The next Women World Gliding Championships will be held in Soria-Garray, Spain in 2023. I hope an American team will compete again.

*Franke*

## Donors 2021/22

Gail Schipper

Jessica Stearns

Sonja Flesberg

Network for Good

Merilyn Meline

Network for Good

Network for Good

Karl Striedieck

Eric Foertsch

Deborah Ings

Sharon Lowry

Colin Mead

For a grand total of \$11,227.71

Thank you very much for your support

(Continued from page 2) submitted. Linda, Margaret, Gail and Ulrike have worked with impressive energy and commitment to understand, maintain and progress WSPA. You will be receiving instructions via email and the website on how to submit your vote. If you are a full member, please show your support of WSPA and these hard working board members by voting next month.

Enjoy those fall flights and stay safe.

*Cathy*

Those who dream by day  
Are cognizant of many things  
Which escape those  
Who dream only at night  
Edgar Allan Poe

## WSPA Scholarship Update Alice Palmer, WSPA Scholarship Chair

Our recent WSPA scholarship recipients have had a busy summer working on their soaring goals. I am thrilled to report that Glider Girl recipient **Jenna Cooper** earned both her Commercial Glider certificate and her CFIG at Harris Hill before moving to Boulder, Colorado, for graduate school. Jenna is now giving scenic rides and instructing in Boulder while also working on her PhD!



**Judith Galbraith** used her Competition Scholarship funds to compete in the 1-26 Championships at Chilhowee Gliderport and reported that she learned a ton and had a great time. She also attended the seminar at Chilhowee.



**Becky Kinder** attended the Women's XC Camp at Moriarty, NM, another great learning experience. She continues to work on her Bronze Badge requirements for her Maria Faber Scholarship. She also attended the seminar at Chilhowee.



**Jennifer Hunt**, The Flying Montagues Scholarship recipient, attended the 2022 WSPA Seminar at Chilhowee to work on her Commercial Glider requirements.

Our 2021 Mid Kolstad Scholarship recipient **Maayan Shalev** had to unexpectedly postpone her training for an add-on glider rating last year. I'm happy to report that she will head to Estrella to fly with Arizona Soaring at the end of October to complete her rating.

The rest of our scholarship recipients continue to pursue their soaring goals. We wish them all the best and look forward to their updates.

We are already starting to think about the 2023 scholarships. If you, or a woman pilot you know, are interested in finding out more about the WSPA scholarships, please check out the information and the online applications on the WSPA website at: <https://womensoaring.org/scholarships/>. The deadline for most of the scholarships is **March 15, 2023**. Some require the completion of an FAA written test (or an equivalent foreign test), so now is the time to check out the requirements for the scholarship that is right for you. Please contact me if you have questions about any of the scholarships: [scholarships@womensoaring.org](mailto:scholarships@womensoaring.org).

## In Memoriam

JEANNE PITSENBERGER



We sadly report that Jeanne Pitsenberger was struck by a "hit and Run" driver while walking with her husband Graham along a busy street in Austin TX on October 19. She died instantly.

Jeanne and Graham were active members of Shenandoah Valley Soaring Club in Waynesboro VA. They were both instructors there and served in many club positions over the years. They were frequently seen in the "Soaring Milestones" section of Soaring Magazine as their students did their first solo or obtained their Private Pilot License. Jeanne began flying in 1968. She had a Commercial Glider license and was a Gold Seal Instructor. She was rated for aero tow and winch tow. She was also licensed to fly airplanes and drones.

As a respected nurse practitioner, Jeanne had the perfect personality to be an instructor. She was kind and understanding but also strict and focused on details. She expected her students to do well. Jeanne had been a member of WSPA and helped on the Scholarship Committee by reviewing applications.

She and Graham had recently decided to stop flying and focus their twilight years traveling and enjoying life and family. Jeanne was 76 years old. She will be missed by the soaring community but especially by Graham and their family.

## Spread the Word

By  
Kristin Farry

Team WSPA, We need to spread the word about WSPA and the great stuff we are doing, especially in those chance meetings at airports and school STEM events. I have experimented with electronic transfer of a WSPA "contact."

The file attached (.vcs) is what I am using. It should import into Contacts as-is on a smart phone or computer.

However, if it doesn't, here is what I have:

First Name: Women

Last Name: Fly with Eagles

Company: Women's Soaring Pilots Association (WSPA)

website (homepage): <http://womensoaring.org>

Email 1: [membership@womensoaring.org](mailto:membership@womensoaring.org)

Email 2: [scholarships@womensoaring.org](mailto:scholarships@womensoaring.org)

I use a description for first and last names instead of a name of a WSPA member because this is intended to outlast any individual's involvement. Also, the contact search will find it if someone just searches on "fly."

This contact can be easily shared with anyone who has a smartphone.

For example, I have an iPhone. When the WSPA contact is open, I can scroll down and hit "Share Contact." I will then see options including AirDrop, Text Messages, eMail, WhatsApp (if installed), etc. If the person who I want to share the contact with has an iPhone, I just hit AirDrop and the iPhone does the rest. If the person has another mobile phone flavor, I usually just text the contact to them. The contact can also be shared via email. eMail and text sharing have the advantage of leaving me with the recipient's phone number or email address.

You can also store this on your computer and send it as an email attachment.

I also keep a description of WSPA and its missions in the "Notes" section and can copy that into an email or text to follow up the transfer of the digital contact.

This quick exchange gives the receiver an entry in their contacts database that they can find later -- perhaps much later -- and won't be lost like a paper card or scrap of paper. They may forget how they got temporarily, but when they see it, they can check our webpage and have an "aha" moment.

(Editor's note: we lost over hundred members in the last two years. New members have not made up for that loss)

## Trophy Updates

By  
Kristin Farry

Two for women-only awards for cross-country achievements are presently available:



The **Anne Morrow Lindbergh Trophy (AML trophy)** administered by WSPA goes to Kathy Fosha for 2021-2022. Kathy had an amazing 328.7 statute mile (525.5 kilometers) flight in her Discus CS on September 6, 2021. Her flight started and ended at Mountain Valley, CA. Runner-up was Judith Galbraith with a straight-out flight in Kansas, in her Schweizer 1-26A.

Each year, WSPA awards the AML Trophy to the longest handicapped distance claim between March 1<sup>st</sup> and the last day of February of the following year. WSPA members have until April 30<sup>th</sup> after the end of the contest year to submit their claim. The claim is handicapped two ways: (1) sailplane performance, to remove the advantage of a higher-performance glider over a low-performance glider and (2) pilot experience, to encourage newer pilots to submit "personal best" flights that may not be as long as those flown by more experienced pilots.

For example, a pilot who does not have a Silver Badge at the time of the submitted flight will be credited with 2.5 times the distance corrected for the glider performance, while a pilot who has earned a Diamond will be credited with just the distance corrected for the glider performance. If you don't participate in the SSA Badge program, the pilot handicap is based on your longest flight prior to the flight you are claiming in the current year. This pilot handicap system makes it possible for new cross-country pilots to win this trophy -- so please submit your best flight between March 1<sup>st</sup>, 2022 and February 28<sup>th</sup>, 2023 even if you don't think your distance is competitive. You might be pleasantly surprised at your score!

The **Virginia Schweizer Trophy** (administered by the 1-26 Association) goes to Sarah Arnold for 2022. This trophy honors the high-



est-scoring woman pilot in the 1-26 Championships. Sarah placed 3<sup>rd</sup> overall, taking off in a borrowed 1-26A after her daily contest host duties and towing a significant part of the grid each day. The Schweizer Trophy can only be awarded if more than one woman competes, and this year four women participated fully in the contest. Cathy Williams, Kristin Farry, and Judith Galbraith also competed, making 17% of the field female. It was particularly refreshing to see women win two of the three contest days: Sarah Arnold won the first and Cathy Williams won the second. The 1-26 Championships is an SSA-sanctioned contest that is also a great place to learn cross-country in a supportive environment with lots of help with retrieves and mentoring. It's also a great event in which to learn contest flying basics. The 1-26 Association pays the entry fee of any first-time entrant. If you are a junior (under 26), you can compete free, with the 1-26 Association paying for your tows as well as entry fee.

## New Trophy for WSPA

By Kristin Farry

We are adding an additional cross-country soaring award this year: an "unlimited" cross-country distance award. The Anne Morrow Lindbergh (AML) Trophy cannot be won with a contest or record flight, so we decided to lift this restriction for this new award. We recognize that many of you don't have a retrieve crew standing by except when you are flying a contest or a record attempt. In the "unlimited" spirit, this award will not include a pilot experience handicap.

The new award is based on flights entered in the On-Line Contest, using the OLC-Plus score, which incorporates the glider handicap. The OLC-Plus score consists of a "raw" distance measurement plus bonuses for incorporating FAI-type triangles in your course and for distance from your starting point. This formula rewards the hard work of including upwind and crosswind legs in your course (triangles) and for getting farther away from the comfort of the home field. The formula partially offsets some terrain advantages such as having a ridge right by your gliderport.

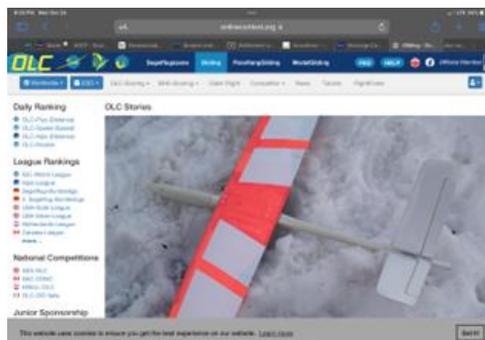
Please make a habit of uploading your flight records to [onlinecontest.org](http://onlinecontest.org) ([OLC - Gliding - Overview \(onlinecontest.org\)](http://OLC - Gliding - Overview (onlinecontest.org))) starting NOW! The current OLC just began (September 26<sup>th</sup>). Note that you do NOT need an FAI-approved flight recorder, only an OLC-approved flight recorder. OLC also accepts files from a large number of flight recorders creating an IGC-format file, not just FAI record-approved flight recorders, so participation is relatively inexpensive. For example, you can enter flights recorded on your smart phone, as long as the app outputs an IGC file and the recording interval is 20 seconds or less.

The On-Line Contest (OLC) is run by Segelflugszene gemeinnützige GmbH, an all-volunteer non-profit based in Germany. The contest has been in operation since 1999. It's enabled pilots all over the world to see each others' flight records as well as compare their skills. It's quite easy to use as long as you have any kind of internet connection. We are using it for new awards because it uses a world-wide recognized and automated scoring system for flights where the scores are available within hours. The adjudication process for scoring disagreements is well-established and clearly defined. It increases scoring transparency. It also increases legitimacy of the award throughout the soaring world, not just in the US. Using the OLC for new awards will enable WSPA to offer more recognition opportunities to our members without a huge increase in judging workload.

We recognize that OLC is not perfect. It requires upload of flights within 48 hours of the flight, which can be awkward without an internet connection; however, a smartphone hot-spot is adequate for uploads. Finally, OLC-Plus does not completely address differences in soaring conditions around the world. Long distance flights are easier in some areas than in others. Consequently, we are considering future OLC-based awards that are not purely distance awards.

Claiming a flight on OLC is simple. Go to [onlinecontest.org](http://onlinecontest.org) and set up an account. Then claiming a flight is simply a matter of logging in within 48 hours of the flight, going to the Gliding tab, then going to the Claim Flight tab (see figure). The claim form will ask you to confirm that you were the pilot, allow you to select your glider, and pick the correct flight recording off of your computer for upload. OLC will acknowledge the upload and tell you it is analyzing the flight. Once the OLC analysis is complete (usually only an hour or so after you upload the flight), you can look at the flight trace on OLC with an overlay of the OLC distance scoring on the flight trace. Complete flight statistics are provided for each of the scoring components. If you have concerns about the score – perhaps the computer missed a section of the flight – you can protest the scoring within 14 days of the flight. OLC will consider the flight's score final if you do not protest the automated scoring within two weeks. You can add comments to your file where everyone can see them, too. You can also add photos.

For practice, upload your next flight record. It doesn't matter if it was a cross-country flight or not. OLC will score it and you might be pleasantly surprised at how big that "little triangle" around your home field was. OLC will only rank the flight if it scores more than 50 points, but all uploaded flights stay in the system so you can see your progress.





**The 2022 WSPA Seminar, Chilhowee, TN**  
By LyndaLee LaBerge and Frauke Elber

Frauke Elber

**BACK ROW FROM LEFT:**

Cathy Keller, Karl Striedieck, Cathy Williams, Julie Kinder, Gary Carter, Marilyn Meline, Katia Van Horn, Chris Carter, Jennifer Hunt, Henry Beutel, John Good, Shaun Keller, Judith Galbraith, Ed Picking, Mark Olinger, Wendy Falcone, Wendy Fleit, Uli Franz

**FRONT ROW FROM LEFT:**

Margarett Roy, Becky Kinder, Adrianna Iberia, Vickie Hankins, Ute Kaden, Kristin Farry, Nikita Webb, Sylvia Grandstaff, Frauke Elber, LyndaLee LaBerge, Sarah Arnold, Lucy Ann McKosky, Brooke Hughes, Avery Simer

Not pictured: Kate Spurling, Jason Arnold, Janet Williams, Lukas von Atzingen

### LyndaLee

What is it about this sport that draws people together, many as strangers, and leaves them as best friends FOREVER? What is it about the Chilhowee mountains in the sleepy town of Benton, Tennessee that is magical? What is it that drew among the finest glider pilots in the world together to teach and share their experience and knowledge with twenty-four women gathered from around the world ...Alaska to Germany ...for the 2022 Women's Soaring Pilot Association annual seminar?

### Frauke

Our German participants, next year's host Ulrike Franz and her husband Henry Beutel, flew into Newport News, spent a day here to get over the jetlag and then we drove together to Tennessee spreading the drive over two days, spending a night in Asheville, NC where the weather turned sour. We were worried that this was a bad omen for the seminar to come. But....

### LyndaLee

We had five days of incredible weather. Misty, sixty-five-degree mornings which morphed into cumulus street-laden skies with degrees in the mid-eighties. Adriana Iberia, a newcomer to WSPA flew over five hours the first day!!! She didn't take-off until about 3 PM and we all hoped that the aerial elevator would last long enough for her to claim her 5-hour flight. She landed after 8 PM. Other flights lasted long enough to tempt the pilots to skip dinner and continue to fly.

National and international champions, Sarah Arnold, Jason Arnold, Sylvia Grandstaff, Ute Kaden, Karl Striedieck, John Good, Ed Pickens and Lukas von Atzingen came from the four corners of our country to teach. Among the participants were ab initio women pilots.

DID I SAY DINNER? (OMG) The breakfast, lunches and dinners were INCREDIBLE. Prepared by Chris Carter, Janet Williams, Kristin Farry (as special dietitian), Vickie Hankins and multiple daily volunteers awaiting their turn to fly. Sensational cuisine which did not go unnoticed by seminar participants, volunteers and instructors alike



Frauke Elber

Arriving at the seminar: Cathy and Shaun Keller and their LS8



The wizards of cuisine:  
on the left: Chris Carter, Janet Williams, Vickie Hankins Right: Judith Galbraith

**Frauke**

Karl and John brought their DUO Discusses, Ed Pickens a Super Blanik. Kathy Williams and Judith Galbraith came with their 1-26s. Cathy and Shaun trailered their LS-8 all the way from Massachusetts. Adding Chilhowee's fleet of a PW6, a 2-32, a 2-33 and a PW5, we had plenty of planes available for many long flights (most of them dual). The age spread of the participants was between 18 and 85.

**LyndaLee**

Daily lectures covered, "Learning from the Birds", and "Cross Country Flying" (Karl Striedieck); "Unusual Attitudes", (Lukas von Atzigen); "Thermaling", "Landing Out" and "Bailing Out", (John Good); "The History of Women's International Competitions. 1966-2022", (Frauke Elber); "Returning to Flight, Regaining Confidence", (Kristin Farry) and of course "Use of the new women's relief system, Easy-Peesy", (Sylvia Grandstaff) no demonstration or Power Point in-situ available.

The enjoyment was palpable. Everyone worked as a team to help and share experience and workload. It is not essential that other people validate our success. It is reinforcing, however when they do. One participant had NEVER been in a glider, and someone talked Frauke Elber into flying for the first time in 15 years. The power of friendships made through group encouragement paves the way to unimaginable and hereafter never forgotten experiences.

**Frauke**

I had to come to work at the seminar not to fly and therefore was very surprised, when one morning I found my name on the flight schedule. I crossed it out. Then I got word "but Sarah wants to fly with you". I couldn't back out of this. We took off in the big 2-32 (to make entry and exit easier for me) late in the afternoon. I asked Sarah to do all the flying because after 15 years hiatus I more than likely had lost my thermaling skills. That decision proved very beneficial. Out of the tow we climbed to 5300ft. Thermals still worked close to the ridge, and we flew for about 1 1/2 hours, landing after 7PM. It was nice to be in a glider again. Thank you, Sarah and to all who were involved in that plot for a beautiful flight.

Another highlight for me happened towards the end of the seminar when suddenly and unexpectedly my son Dirk showed up. He was on the way home from Mississippi to Christiansburg, VA. I don't get to see him often.



Sarah and Frauke Returning after a beautiful flight

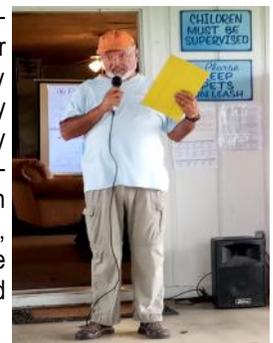


Mark Olinger

**LyndaLee**

We were blessed with Mark Olinger as our tow pilot and Gary Carter our Operation Director. Together they launched almost 150 flights of happy women in five days. Additionally, Gary trained three Air Force Academy Cadets who participated in the Seminar on working ground ops. They were willing, able and a joy to work with. Those three young women made us ALL proud to have them fighting for our country.

Our thanks to the commanding



Gary Carter

officer of 2<sup>nd</sup> Lieutenant, Nikita Webb, Cadet Avery Simer and Cadet Brooke Hughes from the US Air Force Academy in Colorado for sponsoring their attendance at the seminar. Amazing women we shall never forget.



Back row: Sarah Arnold, Karl Striedieck, John Good  
Front row: Nikita Webb, Brook Hughes, Avery Simer

### Frauke

Special THANK YOU to Sarah and Jason Arnold, for hosting the seminar on a short notice (it was Sarah's 4<sup>th</sup> seminar as hostess- 2006, 2012, 2017 and 2022-); to LyndaLee LaBerge who was the overall coordinator and tireless at the flight line; to Gary Carter, Operations Director, who on the last day had to leave for the New Castle contest passed the baton to our very capable Air Force Academy crew of Nikita Webb, Brooke Hughes and Avery Simer, who ran the operation like a well-oiled machine. The "Iron Bottom" award goes to Mark Olinger for the incredible number of toes he did during the seminar. Sylvia Grandstaff came from California to instruct and so did Ute Kaden who came all the way from Alaska. There was a toss-up who had come from the furthest, Ute from Alaska or Uli and Henry from Germany. Germany won by a very small margin. And the "Oscars" go to our tireless, innovative food providers: Vickie Hawkins, a friend of Lynda Lee who got the first flight in a glider; to Janet Williams, Gary Carter's sister and Chris Carter, Gary's wife. We appreciated their help very much. It "takes a village" to run a seminar.

The seminar ended with a catered dinner on the club house porch and with the now tradition of the Limerick Contest. This year's winner was Judith Galbraith.

### LyndaLee

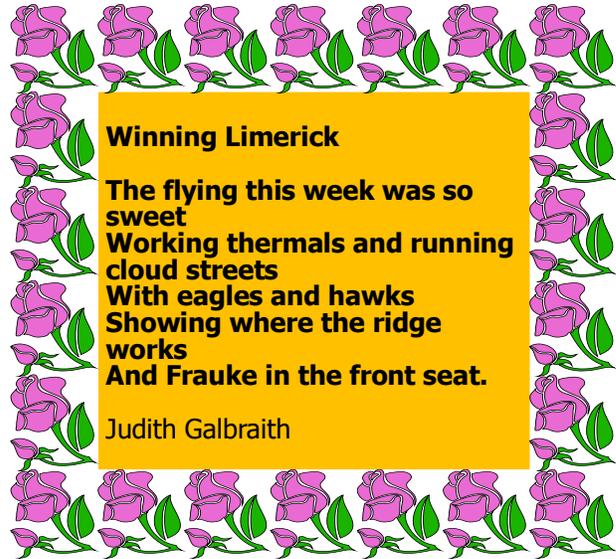


LyndaLee LaBerge, seminar coordinator

To be a member and a participant in the Women's Soaring Pilots Association and our annual seminar helps with a woman's willingness to transcend the fear of failure, begin life-long friendships and experience an inner burst of freedom few other sports can deliver.

Join us for next year's annual Women'

Soaring Pilot Association July 2023 seminar at Uebersberg Gliderport, Pfullingen, Southwest Germany. Financial assistance to attend our seminars and/or join in this life-changing sport for women may be earned through our many offered scholarships. Please contact us at: [www.womensoaring.org](http://www.womensoaring.org)



### Winning Limerick

The flying this week was so sweet  
Working thermals and running cloud streets  
With eagles and hawks  
Showing where the ridge works  
And Frauke in the front seat.

Judith Galbraith

### A Short Report of our Amtrak-trip

By Ulrike Franz

*Ed.note: Ulrike (Uli) and her husband Henry came to the 2022 WSPA seminar from Germany. They began their journey around the United States in Newport News, VA from where we drove together to the seminar. Here is Uli's report about their exciting trip.*

We spent all together 7 weeks in the US. We had to extend our stay another 5 extra days, because we both had caught Covid presumably on our last domestic flight from St. Louis to Atlanta. The small plane was crowded and nobody wore any masks. After our arrival in Tuscaloosa, we tried to buy medical masks, but none of the pharmacies carried any!

After the wonderful WSPA-Seminar in Chillhowee with 5 perfect soaring-days, - we experienced almost 10 unforgettable and intense soaring-hours within this week-, lots of interesting presentations and our nice stay in Newport News - Frauke, thanks again for your lovely hospitality -, we started our Amtrak trip from Newport News

to Richmond, Virginia. The first train-ride was on time, a good start of our long trip. We spent a very beautiful day with nice warm weather in historic downtown Richmond, with a visit of the tiny but very spectacularly and thoughtfully Edgar Allen Poe Museum. The next morning, we experienced the first severe problem.... after a very long wait for the Greyhound-bus to Charlottesville, thinking this bus would never show up, we finally decided we finally decided to take a lift-ride instead. In Charlottesville, we spent another 3 hours, until the delayed train finally took us to Chicago - over night.

We spent one and a half wonderful days in Chicago, one of my favorite cities in the US. The



"Chicagohenge" September 22

(Continued on page 10)

## Achievements and News

**Sylvia Grandstaff** in Discus finished 6<sup>th</sup> in Standard Class 20 meter and Standard Class Nationals held in June 2022 at Sunflower Aerodrome, Yoder KS.

**Team Arnold, Striedieck finished 2<sup>nd</sup>** in the 20 meter class flying an Arcus..

A few weeks later they finished 9<sup>th</sup> in the 20 meter Class at the World Championships in Hungary

**Sylvia Grandstaff finished 8<sup>th</sup> and Kathy Fosha 15<sup>th</sup>** in the Club Class Nationals held Hobbs, NM in September

**Alice Palmer** received two awards from SSA: Most Active Instructor in Region 9 in the A,B,C, Bronze Program 2021 3<sup>rd</sup> place: most active Instructor in America in the A,B,C, and Bronze program 2021

**Denise Layton**, Executive Director of the SSA was recently elected to the National Soaring Museum's Women's Wall of Fame, a display at the museum highlighting accomplishments of women in flight and on the ground. Also added were **Anne Lafferton** and **Rose Marie Licher**. The following are the citations



**Denise Layton** began working for the Soaring Society of America in March of 1987. What began as a job until something better came along, quickly grew into a passion that she enjoys to this day. She became fascinated by all aspects of the organization and strived to excel in her work. During her many years with the SSA, she has held various positions, but is most proud of being called Executive Director. It was a long and interesting journey, and she hopes the membership feels that she has served them well. Denise is very accessible to any member who has a question or concern and expertly manages large-scale events such as the SSA convention.

During the many years she has spent with SSA the things she cherishes most is the life-long friends she has made and the interesting people, she has gotten to meet. Denise is forever grateful to her mentors who helped shape and guide her along the way: Dean Carswell, Jim Skydell and Phil Umphres..



**Ann Lafford** joined the Finger Lakes Soaring Club in 1991 and since that time her contribution to soaring has been significant. Ann served on the club's board as Receiving Treasury for 3 years (term is 3 years). She also brought significant management and organizational skills to the club, leading several strategic planning workshops bringing all members together to determine the future path for the club. Since she joined the club, Ann has promoted the Region 3 contest in Dansville, NY, which is a significant effort given the club's 35 members. She has taken on the role of Contest Manager for over 24 years and made the Region 3 contest a large success. Ann also served as SSA Director of Region 1&3 for 2 terms 2012-2018 and served on the Awards Committee from 2015-

2018. She became Vice Chair on the Executive Committee from 2015-2018 and in January 2019, was appointed as the SSA Chairman for 2 years. In 2022 Ann received the Exceptional Service Award from the Soaring Society of America. This award was established by the SSA Directors in 1964 to recognize individuals whose service to the SSA has been, in the opinion of the Directors, of utmost value to the Society. Since 2021, Ann has served on the National Soaring Museum Board. Her commitment to the soaring community unwaveringly.



**Rose Marie Licher** was a pioneer among women in the field of aeronautical engineering, and flying, and had a life-long career with the McDonald Douglas aircraft company. As a young girl, Rose Marie Licher was asked by her mother's friend, "What do you want to do when you grow up?" Rose Marie said, "I want to fly." and she said, "Oh, you want to be an airline stewardess" and I said, "No, I want to be the pilot." With the help of the Amelia Earhart Fellowship in 1951, Rose Marie attended the Massachusetts Institute of Technology where she joined the glider club and "learned to fly like the birds."

"When I was at Oklahoma University, I started taking mechanical engineering courses, but I heard round about that the professor was going to flunk me because he thought women shouldn't study engineering," Rose Marie said of her undergraduate studies. "Today I think it's much better and women are more accepted in what they want to do."

So far, the women so honored are (in alphabetical order): **Janice Armstrong, Sarah Arnold, Audrey Artman, Dianne Black-Nixon, Helen Dick, Frauke Elber, Doris Grove, Sabrina Jackintell, Anne Lafferton, Denise Layton, Rose Marie Licher, Anne Lindbergh, Marici Reid, Bertha Ryan, Ginny Schweizer, Elizabeth Schwenkler, Simine Short, Leila Tweed, Betsy Woodward.**

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Mathilda (center) and her par-

**Matilda Reed, 15**, soloed at North Plains Gliderport in Oregon on August 17. Matilda is one of 10 teens who started flying with Willamette Valley Soaring Club this spring, and the first to solo

Stella Szostak earned her private glider rating at Mid-Atlantic Soaring Association (M-ASA), PA on 8/13/2022. Father, Paul Szostak, was her instructor; Piet Barber was the DPE. Stella has been a member of M-ASA and WSPA for 2 years. She is currently a freshman at Princeton. She plans to enlist in the Coast Guard after graduation and hopes to train as a pilot



Phot: Stella and her examiner Piet Barber

### ANNOUNCING GOOD NEWS

Karl Stiedieck, a well known record and competition soaring pilot plus a longtime Associate Life Member of WSPA, has recently donated \$10,000 to WSPA. The money will be used to establish a Scholarship Endowment. The purpose of the endowment will be to ensure the financial secu-

(Continued on page 10)

*(Continued from page 9)*  
 rity of the WSPA Scholarship Program for the future. We our pleased to name our competition scholarship The Karl Striedieck Competition Scholarship.

WSPA will receive \$25,000 from the SSA to add to our scholarship funds! The SSA's leadership has elected to use some of the recent large donations from Buck and Lowenhardt to "address important needs of the Society and/or enhance the SSA's programs that benefit all members." They selected "broad or transformative proposals that would help reverse the overall decline in membership"... with the "potential to expand SSA membership and contribute to soaring generally." At the recommendation of the SSA Special Projects Committee, the SSA Board of Directors approved the WSPA proposal for a \$25,000 grant. The funds will allow further funding of WSPA's scholarship endowment. WSPA is honored to accept the grant and demonstrate the value of our scholarships and mentors in recruiting and retaining soaring pilots. Many WSPA scholarship recipients are not only members of SSA themselves but also contribute as instructors, towpilots, mentors, crews and administrators who directly promote growth in the entire soaring community.

## Return to Flying through Soaring

By  
 Sara Stearns

A Flying article prompted me to finally share my journey into the world of soaring, and how it has rekindled what I thought was a lost love for flying. I'm sure this is a common story. However, I can say that my story has a "happy beginning". Not ending! I'm just getting started!

*I was at the tail end of a long career in aviation and I was totally burned out. Decades of structured flying, long commutes, endless checkrides, pressure, night shifts, had all conspired to take the fun completely away from what had started as a joyous occupation so*

*long ago. I was seriously considering never flying again after I retired, even going so far as tearing up my pilot certificate. However. In the back of my mind was a curiosity, one about sailplanes. I had thought of trying out a "glider" for years. I knew vaguely what they were, what they looked like, and that they needed wind and thermals to fly. One evening, last fall, I was scrolling through YouTube videos and I happened up a video by a channel called Fayence Soaring. I watched it. And then I watched it again. And I watched other videos on the same channel. I was completely flabbergasted by what I saw. What, gliders can stay up for HOURS? They can fly HOW FAR? They use the energy in the atmosphere HOW? I needed to know more. I needed to fly a glider. And now, here I am, almost a year later, and I am a rated fledgling glider pilot with my own glider, and I am just starting to scratch the surface of a new aviation adventure. Soaring has brought me back to the joy of flying. The freedom. It's rekindled what I thought I had lost. I am a pilot. I always will be. And now, I'm a glider pilot.*



*(Continued from page 8)*  
 weather was gorgeous. A highlight after the parks and all the breathtaking architectural views, was the sunset along one of the main streets in Downtown. It only happens twice a year, beginning of spring and beginning of fall that the sun lines up with the street - this happened September 22, and we were there. Next day, we spent the whole afternoon in the huge Union Station in Chicago, waiting for the train that would take us to Denver.

On our arrival there the next morning, thankfully Rebecca Kinder picked us up at the Union Station, so we could experience the whole Saturday on their lovely gliderport of the Black Forest Soaring Society,

between Denver and Colorado Springs. We had a very warm and friendly welcome there!

The following morning, our original plan was to go on traveling by AMTRAK to Salt Lake City. But we received a fake message on our cellphones: this train-trip was cancelled that day! But when we finally arrived at the station, it turned out, that this train indeed had departed on time, and we were the only ones that had not checked in. We tried to make the best out of it rented a car and had another beautiful day in Colorado Springs, with a very special train-ride to Pikes Peak, more than 14000 feet above sea level and a unforgettable view of the Rocky Mountains.

Without the planned stop in Salt Lake City, we went on by train to Oakland, CA.

This part of the Amtrak-Tour was the most spectacular one, as the train was passing through canyons, many tunnels and over bridges, always close to the Colorado River. We could observe countless strange rock and mountain formations throughout Utah and Nevada. At the end, we saw the endless woods, mountains and lakes of the Sierra Nevada.

During the stop in downtown Truckee, we even spotted the little hotel where we stayed during the 2018 WSPA-Seminar! Along the Donner Pass, we observed all the different landscapes, flora, and fauna, slowly changing into the Mediterranean scenery with lots of palm trees and, vineyards.

We finally arrived in Emeryville, CA the rail hub for Oakland, after more than 33 hours on the train.

In Oakland, we spent two days in a beautiful garden bunk house with friendly and helpful owners. It was the perfect place to relax and go on planning the following days. We decided to skip our short detour to San Diego and to stay one day longer in Los Angeles instead.

In LA, we had sunny weather, saw a lot of interesting art places, including the wonderful gardens of the Getty-Center. Sunday morning, on the beach of Santa Monica, I got into the

water and enjoy the waves of the Pacific Ocean - one of the best highlights of the trip.

On the same evening, we took the over-night train to Flagstaff AZ, and I will never forget the beautiful, dark red sunset over the city of Los Angeles. We could watch that from the Panoramic Observation Car of the AMTRAK-Train.

Fortunately, on our arrival in Flagstaff, early Monday morning, we were able to check into our Roadway-Inn-Motel and sleep a little before we went to have breakfast in town. Unfortunately, we had a very rainy day this time.

Tuesday, in Albuquerque, the sky was overcast - very unusual for this region. The dark and cool weather stayed our whole trip throughout New Mexico, but, anyway, we fell in love with this part of the US!

When the train reached Kansas City, the sun was shining again and we spent two days in this amazing city, full of parks and art-museums. But the most interesting discovery was the museum of Toys and Miniatures. The final train-trip to St. Louis departed in time the next morning. After long stops caused by several freight-trains having right-of-way, we arrived several hours late in St. Louis. The last part of that trip, running closely along the Missouri-River, was quite beautiful.

In St. Louis, we walked under the Gateway-Arch, enjoyed a dinner within the gameday-excitement around the Cardinal-Baseball-Stadion and spent the night close to the airport, from where we took a final domestic flight to Atlanta the next morning.

We spent the last two weeks in our former home region Birmingham, and Tuscaloosa, AL, met our old friends and colleagues and finally also our Central Alabama Soaring Society friends in Sylacauga.

Last Tuesday, after a very agreeable flight from Atlanta to Frankfurt. from there we took a train- and a bus-ride to our home city. We finally arrived back in our hometown Reutlingen, well recovered and almost without jetlag,

All in all we had a phantastic and really adventurous time!

## Board Election

The following Board members have agreed to stay on the Board. They have been unopposed. Members will receive email and web site instructions in December on how to cast their vote.

### LyndaLee LaBerge (presently Vice President)



Began soaring in 1998. Completed commercial rating in 2004.  
North Carolina dual women's altitude record (24,000 ft) with Jayne Reid.  
Completed power private, commercial, multi-engine and instrument rating by 2004.  
WSPA secretary 2012-2014  
Commercial tow pilot 2004-2017  
Total power hours 2,400+  
Currant WSPA Vice President. 2022 seminar coordinator.

Co-owner/operator "Pandora Aviation" flight school (gliders), Concord, Georgia 2004-2016  
Currently own 301 Libelle ("OW")  
Hoping to assist in expanding WSPA membership to women ALL ages.

### Margarett Roy (presently treasurer)



When I first found myself in an aircraft without a motor, looking down at the green pastures, I was struck by the silence and open spaces. A fellow student had introduced me to his glider club. I soon understood that curiosity and attraction of the open fields would make it part of my life experience. Engulfed in University studies, exams, and assignments to deliver, I managed to get my

license. Now I could take the basic club glider but not the old tow car.

Fighting to avoid getting kicked out of thermals and watching the sky, I developed an acute interest in clouds and cloud development. I soon became aware of the mountain wave phenomena which looked fascinating but out of reach. I finally experienced it first-hand after I came to the US and spent some time above the mountains in Vermont.

I have a BS in Mathematics, from Queens College, N.Y and a MS in Fluid Dynamics & Atmospheric Science from New York University but spent 20+years as software developer.

I first participated in a flying camp when we met at TSA (Texas Soaring Association) for one exciting week of great summer thermals in one of the first organized soaring weeks, known now as WSPA Seminar. Since then, I have enjoyed flying from different airports and different parts of the country and even abroad, Slovenia, Canada, Italy, all in company of WSPA members.

I have been hosting and co-hosting three WSPA seminars.

### Ulrike Franz (presently International representative)



Ulrike (Uli) started soaring in 1983 and flew cross country and local contests in 1990. After that her soaring slowed down to about 10hrs/year.

In 2003, Ulrike an artist by profession started glider prints, cards and t-shirts. WSPA sold her artwork at various conventions and seminars.

In 2009 Ulrike and her husband came to the seminar in Slovenia. In 2010, due to her husband's work they moved to Tuscaloosa, AL for several years (repeating this stay several years later again). Both joined a nearby glider club. This enabled her to participate in the 2010 convention (Little Rock), the 2010 seminar (Air Sailing) and the 2012 Seminar in Chilhowee, TN. Being back

in Germany she attended the 2016 seminar in Varese, Italy and paid short visits at the 2014 seminar in Canada and 2019 in Illinois.

Ulrike participated in this year's seminar at Chilhowee gliderport. She designed the t-shirts for 2010, 2012, 2022 and the upcoming seminar in 2023 which she will host in Germany.

Ulrike volunteered to be the WSPA international representative.

### Gail Schipper (presently secretary)



I joined the Boulder, Colorado soaring community in 1996, though I first trained in gliders in Wurtsboro, NY, in the early 1990's. I currently hold a commercial license in gliders and commercial/instrument ratings in power. My professional career has not allowed me to pursue all of my aviation dreams but I've had some amazing adventures through WSPA and WSPA friends. Neita Montague and I hold the Nevada and California Free Distance and 3-turnpoints Distance Feminine records for flights made in Neita's ASK21. Flying glider aerobatics for a week in York, Ontario during the WSPA Seminar with Manfred Radius was one of the best weeks of my life.

I've created a few videos to celebrate some of the WSPA seminars I've attended. You can find them on YouTube:

Women Soar Project:

[https://www.youtube.com/watch?v=Y\\_LOrCWkfm](https://www.youtube.com/watch?v=Y_LOrCWkfm)

WSPA Seminar2014 Aerobatics Program: <https://www.youtube.com/watch?v=5KDtPsgncDI>

WSPA Seminar 2016: <https://www.youtube.com/watch?v=aoehOsudKUo>

For many years I've been telling women pilots that my favorite aviation organization is WSPA. I've been a pilot for nearly 30 years and belong to many fine organizations including The Ninety-Nines, The Antique Airplane Organization, AOPA, EAA and the International Aerobatic Club. However, I've not found any club activity that tops WSPA for sharing the fun of aviation, building skills in a supportive environment, and providing community for women pilots. In this aspect, WSPA is quite extraordinary. I want to join the WSPA board to ensure that this organization continues its unique and amazing support for women pilots. I have served on the Board as Secretary since 2020 and would like to continue supporting the organization in this way.



Brook Hughes, Nikita Webb, Avery Simer from the Air Force Academy

## WSPA DUES

WSPA Dues - Due Date: July 1<sup>st</sup> of each year (except for LIFE Members and Honorary Members)

Full Members (women) and Associate Members (men) = \$25/yr.

Youth (young women 18 yrs. and under) = \$10/yr.

Life Membership = \$350 (one-time)

Can be paid:

By personal check written to “WSPA” and mailed to: Margaret Roy - Treasurer, PO Box 1197, Central Islip, NY 11722-0950

By Pay Pal on-line at our website [www.womensoaring.org](http://www.womensoaring.org) , or you can go to your own on-line PayPal Account and send us the dues amount plus extra \$2 for PP Fees to: [treasurer@womensoaring.org](mailto:treasurer@womensoaring.org)

Note: If you use your business PayPal account or another family member’s account, please put a note on your electronic payment with your full name, so we will know who to credit.

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